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MITCHELL "SIX"
The latest model, six-cylinder,
50-h.p., seven-passenger touring
car, complete for \$2,100.
CARPENTER AUTOMOBILE CO.,
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Oct. 17-19

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The Special. The Autocrat. The Limited.
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1910 PULLMAN

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This car has been very carefully used and is
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GUARANTEED FOR FIVE YEARS.
Price includes full equipment. See catalogue.
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LOZIER AND HUDSON, Gasoline, and
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"THE LITTLE CAR WITH BIG POWER."
K-R-I-T, \$800
22½-h.p., 4 cylinders, sliding gears, Bosch mag-
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IN SLIGHTLY USED CARS.
See for list A. Complete line cars on hand
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Will cover the route in one-third the time and
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G. J. G. MOTOR SALES CO., 811 17th St. N.W. Tel. M. 7038.

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Pierce Arrow COOK-STODDARD CO., 1313 H St. N.W. Phone M. 7248.

Pope Hartford POPE AUTO CO., 817 8th St. N.W. Tel. M. 748.

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White SIEMAN & GAN, THE IMPERIAL MOTOR CO., 1214 V St. N.W. Tel. North 2056.

Wood's Electric THE WILSON CO., 1233 14th St. N.W. Phone N. 3144.

Aero Pronunciation.

From the New York Globe.

Boston may rise to the occasion. The big Harvard-Boston aero meet should not be concluded without permanent settlement of the pronunciation of everything that has to do with aero meets. There is a good deal of conflict over many of these pronunciations. Boston's ipse dixit is badly needed.

How, for instance, shall the commonest words of all—"aviation" and "aviator"—be pronounced? There are probably ten or a dozen different ways of pronouncing them now. They have not got into the dictionaries. The words that come nearest to them are "avian" and "aviary." The first "a" in both of these words may be pronounced like "e" in "they" or "a" in "ask" (not "a" in "at"). But even two pronunciations would be too many for a word so generally used as "aviator." There should be only one.

Boston may be excused, though she contributes nothing to the art or science of aviation, providing she settles the questions of pronunciation. This will be a small service. Aeronautics will not make as rapid progress as it should until every one can talk about the subject as easily as he speaks.

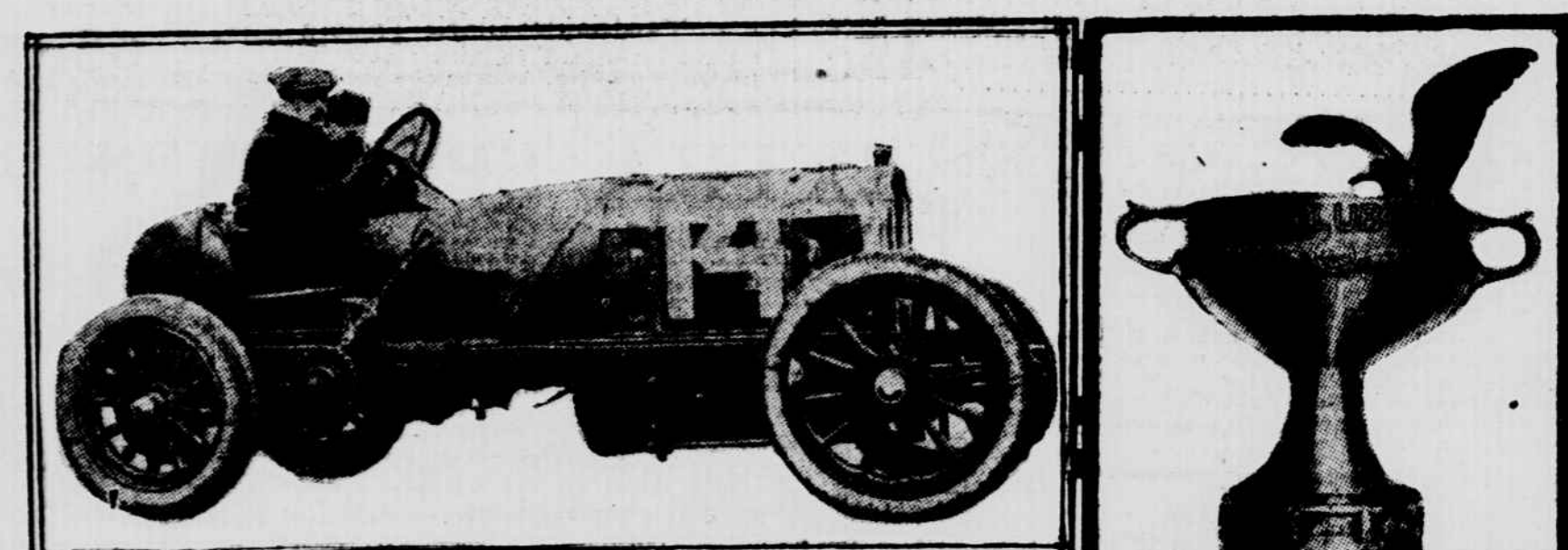


BY HOWARD FISK.

THE Grand Prize automobile race which was scheduled to take place over the Long Island Motor Parkway, the same course over which the Vanderbilt cup race was run, has been transferred to Savannah, Ga., and will be started Saturday morning, November 12, with a much larger field of starters than had entered for the Long Island event. This is all due to the postponement and change of location of the race. Gov. Joseph M. Brown of Georgia has announced that the course will be patrolled by armed National Guardsmen which will guarantee the drivers a clear course and will assure protection to the thousands of spectators who will line the eighteen miles of roadway. Savannah is pleased with the sanction which has been granted by the American Automobile Association for holding the big affair in the south. The cancellation of the Grand Prize race, as far as New York is concerned, really opens up a competition between the two cities for the holding of this great event. Savannah, which two years ago was fortunate enough to hold the first Grand Prize race, is anxious for an opportunity to again display her ability in managing big affairs. The southern city, by all rights of precedence, by having so successfully and capably handled a Grand Prize race, was really entitled, even more than New York, to the honor and privilege of this year's race.

The Savannah course is one of the best in the country. It was properly safeguarded two years ago by the state militia, and with the same men at the helm, the city should be in a position to offer the most interesting contest of the year. By the time the race is held Savannah can offer a course far superior to the old one, and with ten turns less than the former course, making a speed of seventy miles possible. Had the crowd been properly handled at the Vanderbilt cup race it is claimed that the average of the winner would have been nearer seventy miles an hour than sixty-five. The Grand Prize race will be twenty-two rounds of a circuit of about 18.2 miles, making the total distance approximately 40 miles. The Vanderbilt cup race was 27½ miles, and had the Grand Prize been run over the Long Island Motor Parkway the distance would have been 37½ miles. There will be in competition the best drivers of Europe and America in the fastest cars in the world. The entrant of the winning car will have the custody of the Vanderbilt trophy, and the prize cup now held by Italy until the race is again contested. The driver of the winning car will receive \$4,000 in cash; the second, \$2,000, and the third, \$1,000.

The first contest for the grand prize of the Automobile Club of America was held at Savannah, Ga., in 1908, and in it was entered the largest field of American and foreign cars and drivers of any international race ever held in this country. It was contested over the greatest race ever witnessed in the world by experts who were present on that occasion. Louis Wagner, driving an Italian car, in this year's race he will pilot the same make car. He won that race by a few seconds' margin over Victor Hemery.



LOUIS WAGNER, PRESENT HOLDER OF THE GRAND PRIZE WON AT SAVANNAH IN 1908

the closest finish ever recorded in a road race. Felice Nazzaro, of Italy, landed third place. There were few specially built American cars in the race, but this year the Yankee drivers, with the exception of the Vanderbilt cup race, for the purpose of wrestling the cup from Italy. Among the star drivers who are expected to line up at the tape in the big race are Johnny Aitken, who made such an excellent showing in the Vanderbilt cup and Fairmont Park races; Al Livingston, of Louisville; Ralph Mulford, who won the national stock classes championship at Elgin, Ill., in August, and covered himself with glory in the Vanderbilt cup and finished only five seconds behind the Zeigler, the winner last week at the Fairmont Park event; Ralph De Palma, Felice Nazzaro and Louis Wagner, who will pilot Italian cars; Harry P. Grant, winner of the Vanderbilt cup the last two years, and Victor Hemery, who, with Robertson, will drive a German car. Barney Oldfield was to have been one of the German team, but owing to his suspension last week, will not be entitled to enter the race. Other American drivers who will pilot American-made cars include Ray Harroun, George Armstrong, Joe Dawson, Robert Burman, Arthur Chevrolet and W. A. Roebeling.

November 11 the light cars, from 161 to 230 cubic inches displacement, will compete. A trophy known as the Tiedeman trophy, in honor of Mayor Tiedeman of Savannah, will be offered by the city. The Savannah challenge trophy also will be presented to the entrant in the competition for the larger cars of the lighter class November 11. The entrant will have possession of the trophy until it is again contested for, the driver to receive a suitably inscribed silver ball of cotton and \$1,000. The trophy is at present held by Harry Oldfield, who, in a race, driven by Lewis Strang, won it in the spring of 1908. The Italian cars, which were detained several days on the steamship Moltke at quarantine, have been released and were shipped south yesterday. This will give the

drivers a trifle more than three weeks for training and learning the new course.

A question which has never been raised before, either in the Police Court or in the Court of Appeals, came up during the last week in the local courts, when a local motorist was arrested for colliding with a vehicle on the speedway, the point being whether the District government or the superintendent of public buildings and grounds has police jurisdiction over Potomac Park. The motorist was fined and, following conviction, an appeal was noted. The defendant asserted that if any it was a violation of the park regulations rather than the police regulations. The result of the case will be awaited with considerable interest by motorists of Washington.

The desire on the part of local motorists to increase the speed limit from twelve to fifteen miles an hour for automobiles was brought up and discussed at a meeting of the Chamber of Commerce last week by a number of motorists who are members of that organization and who expressed their opinion that the change should be made by the Commissioners. Such a change surely would be welcomed by nearly all the motor car owners in this city, who feel that fifteen miles is the same in the public parks, is a safe speed on streets where there are no car lines.

Drastic action was taken by the contest board of the American Automobile Association a few days ago, when it suspended Barney Oldfield and disqualified him, and further, barred him from competition or participation in sanctioned automobile contests. At the same time similar action was taken in the case of William H. Picken, Oldfield's manager and press agent. According to an official statement issued yesterday by S. M. Butler, chairman of the contest board, Barney Oldfield, under the A. A. A. rules, a recognized and registered racing driver, announced or caused to be announced in the public press and upon posters his entry in a so-called track race with "Jack" Johnson, at the Sheepshead Bay track (unlicensed for automobile contests), to be held October 20, 1910, official sanction for which contest has neither been permanent. 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